



City of Edmonds

Community Services Department

Date: July 20, 2006
To: Mayor Haakenson and City Council members
From: Stephen Clifton, AICP, Community Services Director
Subject: Community Services Quarterly Report – July 2006

As requested by the City Council, this report provides an update on major projects currently worked on by Community Services Department staff.

I. EDMONDS CROSSING

Project Description

Edmonds Crossing is a regional project intended to provide a long-term solution to current operational and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and City of Edmonds propose to relocate the existing state ferry terminal from Main Street, in downtown Edmonds, to Pt. Edwards, south of the downtown core. In the process, a multimodal center would be established that would integrate ferry, rail, and transit services into a single complex. A realigned SR 104 from its current intersection with Pine Street would provide access. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity passenger (Amtrak) and commuter rail (Sounder) service; a transit center that would meet local bus system and regional transit system loading requirements; facilities that allow both vehicular commuters and walk-on passengers to utilize various transportation modes; parking, drop-off areas, retail/concessionaire space, waiting areas; and a system linking these facilities to allow for the safe movement of users.

Significant Activities Since April 20, 2006

- April, May, June and July, 2006 – City staff continued to monitor and participate in activities related to the Regional Transportation Investment District (RTID). Snohomish, King and Pierce County Regional Transportation Investment District information on this issue is available via the internet at <http://www.rtid.dst.wa.us>

- May 2, 2006 – Ray Deardorf with Washington State Ferries (WSF) presented information on a Draft Long-Range Strategic Plan (Plan) during a City Council meeting. The Plan, once adopted by WSF, will guide WSF services and investments through 2030. In developing the plan, WSF looks at each service area and evaluates a variety of service scenarios, along with the implications and tradeoffs for each scenario. The final Plan will become the basis for WSF's future capital investments and service planning and serves as the WSF component of the Washington State Transportation Plan
<http://www.wsdot.wa.gov/planning/wtp>.
- May 10, 2006 – Mike Doubleday and I attended a public open house hosted by WSF in the South Snohomish County Senior Center. A summary of the event was provided to the City Council and Mayor. On May 17, 2006, Mike Doubleday sent a letter to the 21st and 32nd District Delegation which provided a summary of issues discussed. The letter was intended to help our delegation understand what activities are taking place as they relate to WSF's long range plan and more specifically, the Edmonds Crossing project. The letter was forwarded to the City Council and Mayor Haakenson.
- June 19, 2006 – On behalf of the City of Edmonds, a letter was sent to Mike Anderson, WSF Chief Executive Officer, from Mayor Haakenson encouraging the inclusion of additional funding for the Edmonds Crossing Multimodal Terminal Project within the 2007-2009 biennial budget. The letter was forwarded to the City Council.
- June 21, 2006 – Snohomish County RTID Working Group met for the first time since the legislature approved amendments to RTID legislation. The working group met to discuss changes to RTID legislation, RTID and Sound Transit boundaries, timeframes, updating project scopes and estimates, refining project descriptions, developing a public outreach plan and updating revenue estimates.
- June 28, 2006 – WSF Funding Strategies Committee visited the UNOCAL site to listen to a presentation by Washington State Ferries staff about the need for Edmonds Crossing. I also presented information about the project's status, project components, costs, and timeline. WSF staff and I also answered questions raised by the committee members.

In the April 2006 Community Services Quarterly Report, I mentioned that Governor Gregoire recently signed HB2871 amending RTID legislation. The bill prohibits RTID and Sound Transit transportation packages from going to the ballot in 2006 and requiring them to be placed on the November 2007 ballot together; each proposal must pass for the other to pass. The legislation also establishes a transportation governance commission with the Governor responsible for appointing citizens to what has since been named Regional Transportation Commission. The commission will be responsible for providing recommendations to the 2007 legislature for reforming transportation governance in the Puget Sound region. The following lists activities related to the new governance commission.

- July 6, 2006 - The first substantive meeting of the Regional Transportation Commission held at the University of Washington. The goal of the meeting was to lay the groundwork for the organization, but some interesting comments were made, among them:
 - Hugh Spitzer, who has been hired as the Commission's attorney, said there are 4 different functions of the transportation agencies that they should keep in mind as they assess the organizations: planning, finance, capital, and operations.
 - Doug MacDonald said there may not be a highly successful regional transportation entity anywhere in the country; he urged that researchers for the group review what each regional model does.
 - Norm Rice outlined his outreach ideas, which is to hold community meetings in the 4 counties to hear what people want the group to consider, conduct follow-up hearings once some ideas are recommended, and request legislative review of the recommendations prior to session.
- July 11, 2006 – The Regional Transportation Commission met in Seattle with Governor Gregoire. The commission will be looking at Puget Sound Regional Council (PSRC), Sound Transit, RTID, WSDOT, in addition to the larger transit agencies like King County Metro, Pierce Transit, Community Transit and Kitsap Transit, with the possibility of recommending consolidation or elimination of some entities. A report is due to the Governor on November 15 of this year. The commission consists of 9 members co-chaired by John Stanton, a wireless phone executive, and former Seattle Mayor Norm Rice.

The purpose of the meeting was two fold: first, the Governor wanted to thank them for accepting her offer to serve on the group and second, she made a few points about what she suggested they concentrate on. Her ideas included:

- Transportation governance should be visionary and should result in regaining public confidence. By visionary, she meant creating a regional governance structure that had the capacity to look out 25+ years into the future.
- The commission should look everywhere - worldwide - for examples of what might work. She talked about her travels in Australia, Japan, and China on trade missions, and suggested those areas had some innovative ideas.
- Besides governance, she noted their charge included "develop a comprehensive financing strategy and recommend revenue options..." which might be interpreted to mean revenue options in the future that go beyond the gas tax. Section 3(3) of the amended RTID bill mentions system-side pricing policies and network value-pricing charges. She is not expecting, nor is it their charge to develop a new RTID list for example.

- She mentioned a couple of times that she was not enamored of tolls. She said tolls should only be used for a mega project that can't be paid for in another way.

A hearing schedule was presented to the commission (Exhibit 2) which lists a series of 3 meetings in King, Pierce, and Snohomish counties. The commission has asked for presentations from many affected groups including a city panel in King County.

II. SOUND TRANSIT

Project Description

During the past few years, Sound Transit has been implementing what is called the *Sound Move* Plan. One element calls for commuter rail services, otherwise known as Sounder. Commuter rail will eventually link Everett in the north with Seattle, Tacoma and Lakewood in the South, a total of 82 miles through three counties. Sounder is being implemented in three phases, one of which includes Everett to Seattle. Three commuter rail stations are planned along this corridor, i.e., Everett, Mukilteo and Edmonds.

The Edmonds Station will be located between the existing Amtrak Station and Main Street along both sides of the Burlington Northern Santa Fe (BNSF) tracks. The budget is \$8.062 million in 2001 dollars which pays for environmental review, preliminary and final designs prepared by Streeter Architects, permitting, construction, and station elements such as ticket vending machines, platforms, canopies, parking, storm drainage control, lighting, signage, landscaping, etc. Station art, which will be provided on site, is a separate budget.

Everett-Seattle Sounder, at full operation, now calls for 8 trains per day, i.e., four round trips, and will include reverse trips. This is a reduction of two round trips from the originally proposed operational plan. Initial service will be phased in. The first roundtrip train run began in December, 2003.

In an attempt to address future needs in the area, a culvert is proposed to be installed near the Marina Beach property beneath both BNSF Railroad tracks, concurrent with the construction of a second track. This will allow for the eventual daylighting of Willow Creek at the time the Edmonds Crossing project is constructed.

Sound Transit 2: The Next Generation

With an updated study and a Long-Range Plan that accounts for new growth, Sound Transit is working to set priorities for Sound Transit II — the next set of investments in our regional mass transit system. These projects will build directly on the system that is up and running today to create more options for travel.

As mentioned in previous quarterly reports, Sound Transit has been working to establish Sound Transit II priorities with input from the public, local cities and counties, elected officials, civic groups, planning groups, and their transit partners among others, to set priorities on a wide range of investment options. Although Sound Transit had been considering presenting a Sound Transit II investment plan to the voters in the fall of 2006, recently amended RTID legislation prevents such from occurring. Specifically, HB2871 requires RTID and Sound Transit transportation plans to be placed on the November 2007 ballot together and each proposal must pass independently in order for both to be considered passed.

Significant Activities since April 20, 2006

- May 8 - 14, 2005 – Sounder North daily ridership exceeded 900 passengers for the first time. Ridership reached a new high of 970 on May 10.
- May 18, 2006 – Sound Transit held an Informational Open House in the Bracket Meeting Room of City Hall. The purpose of the meeting was to inform citizens about the new second rail line and associated signal improvements Burlington Northern Santa Fe (BNSF) is planning to construct and install between Seattle and Everett. During the open house, citizens viewed displays and heard BNSF staff explain where new signals are proposed to be located, visual impacts of the signals, and what has been done to minimize the visual impacts.
- June 1, 2006 - First joint Regional Transportation Investment District / Sound Transit meeting held at Sound Transit. Both organizations intend to have their preferred investment plans identified by the end of this year. By June 7, 2007, both organizations will adopt the plan that will then be placed on the November 2007 ballot.
- June 30, 2006 - The Department of Ecology issued a Water Quality Certification Order and Coastal Zone Management Consistency Determination for BNSF Railway Company to construct railroad track improvements between North Blue Ridge in Seattle and Howarth Park in Everett.

III. UNOCAL SITE CLEANUP

Project Description

The UNOCAL property consists of an upper yard, which contained fuel storage tanks as recently as last year, and a lower yard which currently contains pipes, truck-loading racks, office buildings, etc. Additionally, petroleum contamination also exists in the soil and is floating in, and on top of, ground and surface water, resulting from more than 60 years of operation.

Significant Activities since April 20, 2006

- May 15, 2006 – Revised Draft Interim Action Report issued.

IV. EDMONDS PUBLIC FACILITIES DISTRICT

Project Description

The City Council, pursuant to state law, approved the formation of the Public Facilities District (PFD) at its April 24, 2001 meeting. A PFD is a separate municipal corporation that has authority to undertake the design, construction, operation, promotion and financing of a Regional Center in the city. The Public Facilities District board consists of five members appointed by the City Council on June 19, 2001. The Board is pursuing renovation of the original Edmonds High School Auditorium in order to transform it into a first class Edmonds Center for the Arts (ECA) and multipurpose facility.

Significant Activities Since April 20, 2006

- April, May, June and July, 2005 – The Fundraising Campaign Committee continued its focus on fundraising activities.
- June 12, 2006 – Diane Gordon started work as the Edmonds Center for the Arts Director of Operations. Ms. Gordon brings with her more than 25 years of accounting, financial management, personnel and benefit administration, risk management, facilities management and contract administration experience.
- July 5, 2006 – Jan Steadman started work as the Edmonds Center for the Arts Marketing Director. Ms. Steadman is a well-known and well-respected arts marketing professionals in the Puget Sound region. For the last 18+ years, Ms. Steadman has served as Marketing Director for the Meany Hall World Series program on the University of Washington campus.

V. SNOHOMISH COUNTY PAINE FIELD

Overview

On July 14, 2004, a Mead & Hunt Inc. Business Travel Survey was issued which focused on the market potential and options for Paine Field. On August 20, 2004, a Snohomish County Citizen Cabinet issued an Economic Development Final Report - Blueprint for the Economic Future of Snohomish County. Both reports put Paine Field in the regional spotlight as they highlight the possibility of using Paine Field for commercial aircraft operations, thus changing its general aviation status.

Significant Activities Since April 20, 2006

- May 18, 2006 – The Mediated Role Determination Review Panel hosted presentations by Save Out Communities (SOC) and Private Enterprise Coalition of Snohomish County (PECSC). SOC, represented by Greg Hauth, opposes

expansion of commercial passenger air service while PECSC, represented by Hans Toorens, supports expansion.

- June 1, 2006 – Mediated Role Determination Review Panel meeting. Items discussed by the panel include mission of the review panel, question and answer session related to the May 18, 2006 presentations, clarifications and updates to the MRD, and next steps.